

Hongkong Daily Press.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
F. PRICE & CO.,
12, Queen's Road Central

No. 14,431 號壹十叁百肆千肆萬壹第 日三拾式月五年十叁緒光

HONGKONG, WEDNESDAY, JULY 6TH, 1904. 叁拜禮 號六月柒年肆零百九仟壹英港

PRICE, \$3 PER MONTH.

WATSON'S PRICKLY
HEAT LOTION
IS A FIRST-RATE PREPARATION.
IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.
A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1381]

CUTLER, PALMER
& CO.'S
PRICE \$11.00 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a146]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
Casks of 37½ lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903. [a1451]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:
MONOPOL, FUTURE, CENT-UR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on hand and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARS,
RICKSHAS FITTED WITH PNEUMATIC
TYRES and BALL BEARINGS THROUGH-
OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-ensembling a
speciality.
McKILLY & CO.
43 & 44, Queen's Road East.
[a1451]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of Co.
Storage available at East Point. Storerooms will
be open at 10 A.M. and 4 P.M. daily, Sundays
excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [a1457]

DAVID CORSAIR
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
[a1485]

HOTEL PRINZ HEINRICH
AND STRAND HOTEL,
TSINGTAU.

THE Tsingtau Hotel Company is now
erecting a new Bathing Hotel, on the
beach of the Augusta Victoria Bay at Tsingtau.
It will contain 45 suites of rooms, consisting
each of sitting room, verandah, bedroom and
bathroom, lighted throughout by electricity.
Its situation in the immediate proximity of
the beach will make it especially suited for the
residence of ladies and children, while the
surroundings of Tsingtau will contribute to the
pleasure and recreation of all visitors. The
absence of the native element is a striking
feature of Tsingtau, not met with at any other
place in China.
The Hotel will be opened on the 1st of June.
An Omnibus will meet every steamer to carry
passengers and luggage to the Hotel.
Intending Visitors to either the Hotel Prinz
Heinrich or the new Strand Hotel are respect-
fully requested to send in early applications for
rooms to
THE MANAGER.
Hotel Prinz Heinrich, Tsingtau.
Tsingtau, 28th May, 1904. [a1449]

CARLTON HOUSE.
10, ICE HOUSE ROAD.

FIRST-CLASS PRIVATE HOTEL.
Cool Rooms, Elaborately Furnished. Com-
fort of Residents and the Cuisine a specialty.
For terms apply—
B. F. HOWARD,
Lessee and Manager.
Hongkong, 2nd July, 1904. [a1621]

KODAKS,
FILMS,
AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
Hongkong, 21st December, 1903. [a138]

NEW STOCK
SUMMER UNDERWEAR
SHIRTS. COLLARS. TIES.
STRAW HATS. PITH HELMETS.
RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.
Hongkong, 10th May, 1904. [a14]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.
This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassal.

DOURO PORT.
\$15.00 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$17.00 PER DOZ.
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.
\$43.75 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE

THE ELITE OF WHISKY—
THE "PALL MALL."
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.
E. C. WILKS & CO.
MARINE SURVEYORS.
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.
SALVAGE WORK UNDERTAKEN.
SHIP DESIGNS AND SPECIFICATIONS PREPARED.
Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.
CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.
A large stock of CANALIAN ASBESTOS and ASBESTOCEMENT GOODS kept.
Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.
Telegram Address: "MARINEWORK."
Telephone No. 358. [a1153]

ARNHOLD, KARBERG & CO.
LARGE STOCK
OF
LIGHT RAILWAY MATERIAL
ENQUIRIES SOLICITED.
Hongkong, 20th April, 1904. [a133]

CONFECTIONERY!!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS,
TOM SMITH'S CRACKERS,
PLUM PUDDINGS,
DATES, FIGS, RAISINS, ALMONDS and NUTS.
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,
SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN
CHEESE.
YORK HAM and BEST ENGLISH BACON. TOYS TOYS.

A. CHAZALON & CO.
TENNENT'S "RED T" BRAND.
TENNENT'S PILSNER BEER.
TENNENT'S INDIA PALE ALE.
TENNENT'S MUNICH BEER.
TENNENT'S STOUT.
BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.
SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 15th June, 1904. [a25]

THE OLD
FAMILIAR BEVERAGE
STONE GINGER-BEER
YCLEFT "POP."

HOME
BREWED
WATKINS LIMITED
CHEMISTS, AERATED WATER MANUFACTURERS,
APOTHECARIES' HALL, WATKINS BUILDING,
AT CANTON, SHANGHAI, HANKOW and PEKING. [a37]

KELLY & WALSH, LD.
NEW BOOKS BY ENGLISH MAIL.

BRASSEY'S NAVAL ANNUAL 1904 \$13.00
URIAN THE HITTER, by Dolt Wyllarde 1.75
THE INTERLOPER, by Violet Jacob 1.75
WRONG SIDE OUT, by W. Clark Russell 1.75
THE WHITE ROOM, by Fergus House 1.75
FORTH, by Antioch of "Tom Bulkeley of
Lisington" 1.75
THE LONELY CHURCH, by Fergus House 1.75
THE RED KEGGERS, by E. Thwing 1.75
THE CORNER STONE, by David Lyall 1.75
LYCHGATE HALL, by M. E. Francis 1.75
UNE MAMAN, by Max Raboussin 2.25
LA MORT DES SIXES, by Nemes Casanova 2.25
LACHONS L'ASIE PRENONS L'AFRIQUE,
by O. Redus 2.25
THE MODEL LOCOMOTIVE, ITS DESIGN
AND CONSTRUCTION, by H. Greenly 5.25
THE PRINCIPLES AND FINANCE OF FIRE
INSURANCE, by F. H. Kitchin 5.25
THE COURTSHIP OF QUEEN ELIZABETH,
by Martin Hume 5.00
JAPAN IN PICTURES, by Douglas Sladen 5.00
THE DOUBLE GARDEN, by Maurice
Maeterlinck 4.50
BILLIARDS EXPUNDED, TO ALL
DEGREES OF AMATEUR PLAYERS,
by J. P. Mennoch, Illustrated 6.50
MODERN PHYSICAL CULTURE, by C.
Lang Niel 0.80

CASSILL'S ROYAL ACADEMY PICTURES,
PART 3, ... \$0.90
LE NE AU SALON ... 4.50
THE PARIS SALON ... 2.70
DAUGHTERS OF NISO, A ROMANCE OF
JAPAN, by Onoto Watanna ... 4.70
PHYSICAL DETERIORATION, ITS CAUSES
AND THE CURE, by A. V. Smyth ... 5.25
FREE TRADE, by Lord Avebury ... 4.50
SHAKESPEARE'S STORY OF HIS LIFE,
by C. Crichton ... 8.50
ADDRESSES AND PRESIDENTIAL
MESSAGES OF THEODORE ROOSE-
VELT 1892-1904, by H. C. Cabot ... 4.70
SAYINGS OF KUNG THE MASTER,
Selected by Allen Upward ... 0.90
THE ONES OF CONFUCIUS, Rendered
by "runner Byang" ... 0.80
THE ORIGINS OF CHRISTIANITY, by
T. Whittaker ... 3.00
ASPECTS OF SOCIAL EVOLUTION, FIRST
SERIES—TEMPERAMENTS, by J. L.
Taylor ... 5.00
THE AUTOMOBILE INDUSTRY, by G. de
Holden Stead ... 2.50
TELEPATHY: MENTAL TELEGRAPHIC
COMMUNICATION: WHAT IT IS, &c.,
by R. D. Stocker ... 0.90
THE RUSSO-JAPANESE WAR,
PARTS 1 & 2, \$1.95 Each. [a32]

W. BREWER & CO. 23 and 25, QUEEN'S ROAD.
Brasse's Naval Annual 1904 ... \$13.00
Cassell's Academy Pictures, Parts 1, 2, 3, ... each 0.90
A Lot of New French Novels ... each 6.5
The Citizen's Atlas, by Bartholomew ... 18.50
The Sailor's Pocket Book, 9th Ed. ... 6.5
Japan in Pictures, by Sladen ... 3.00
Soule's Synonyms ... 6.00
Present Day Japan, by Davidson ... 6.00
The China Martyrs of 1900, by Forsyth ... 6.00
Pictures 1904 ... 0.80
With the Tibetans in Tent and Temple,
by Rijnhart ... 4.00
China from Within, by Davenport ... 4.50
Eng.-Portuguese Port. Eng. Dictionary, ... 1.70
2 Parts ... 3.40
Tennyson's Poems, bound in Lamb Skin ... 3.00
Wordsworth's Poems, bound in Lamb Skin ... 3.00
Ingold's Legends, bound in Lamb Skin ... 3.00
Dore's Don Quixote, Fine Illustrations ... 8.00
The Dore Gallery, a Selection of Fine
Engravings from Dore's Bible, Milton,
Dante, La Fontaine, Fairy Realm,
Don Quixote, &c. ... 17.50
Beeton's All About Cookery ... 1.90

Russo-Japan War, Parts 1, 2, 3, 4, 5, at
Collins' Graphic Dictionary ... each 2.80
 Windsor Castle, by Ainsworth, 100 Illus-
trations ... 3.00
The Tower of London, by Ainsworth; ... 3.00
28 Illustrations ... 3.00
The National Sports of Great Britain;
50 Colored Plates ... 3.00
Hurdy Andy, by Lover; 24 Plates ... 3.00
Jorrocks's Jaunts and Jollities, by Hurler; ... 3.00
15 Colored Plates ... 3.00
Mr. Snodgrass's Sporting Tour; 15 Colored
Plates ... 3.00
La Dentelle Renaissance ... 1.40
Chamber's Etymological Dictionary ... 0.80
How to Win at Bridge ... 0.80
The Upheaval in Far Cathay, by Ng
King Sheng ... 1.50
Pearson's Dream Book ... 0.80

THE
LAHMEYER ELECTRICAL CO. LD.
LONDON
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

HOTELS.

HONGKONG HOTEL
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons,
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting throughout. Electric Fans
in Rooms, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a48]

THE
PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a14]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a1022]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungghuan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER
[a124]

MACAO
AND
CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.
WM. FARMER,
Proprietor. [a1382]

INTIMATION

A. S. WATSON & CO.,
LIMITED.

THE LEADING MANUFACTURERS
OF

AERATED
WATERS
IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous or signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Peking, Odessa, A.B.O. 5th Ed.
P.O. Box, 38. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th JULY, 1904.

AMONGST the great administrators for whom the Victorian age will ever be famed few names stand out more prominently than that of Sir ROBERT HART, in whose hands for upwards of forty years has rested the control of the Foreign Customs of China; and whose good work has built up one of the most splendid and efficient services of the century. Built up from the beginning free from the dangers of what is usually known as politics, the service has been open to all the nations of the earth; and out of such an apparently incongruous mixture, through the single-hearted work of the one man, has been built up a service which for unity of purpose and esprit de corps has seldom been exceeded. As having the largest interests at stake, as well as being the most concerned in the opening up of China, the chief management of affairs naturally fell to an Englishman, but so well has the institution been conducted, and so carefully for many years did Sir ROBERT HART avoid the error of permitting himself to be swayed by merely political considerations, that for many years the Customs service was superior to the efforts of those intriguants, native or foreign, who have at all times found Peking a fertile soil for the exercise of their peculiar arts. Sir ROBERT HART has now attained an age when it is customary for even the most active of intellects to seek rest in retirement, and from time to time appear evidently inspired paragraphs hinting that the wished-for period has arrived, and that the resignation of the Inspector-General may any day be looked forward to. Doubtless in many cases the wish is father to the thought, yet it would be futile to suggest that there is no foundation for these rumours, or that the time has not arrived when it is becoming daily more necessary

to look the prospect in the face. Personally, as we have said, Sir ROBERT HART's administration has been singularly free of international jealousies, and the best man has ever had the chance of promotion offered to him. In one particular, and perhaps only one, has the present holder of the office failed to meet the expectations of those most interested in the personality of the service, and that is a weakness which curiously he has shared with many of the greatest minds in history; he has failed, and the failure is at the moment a serious one, to train up an adequate successor whose appointment would meet with the like universal approval as his own. This absence of political bias is one of the great difficulties that present themselves in the appointment of a successor, as it is essential for the permanence of an office, which itself is one of the strongest guarantees for the continuance of the Empire, that this independence of mere political aims should be the most prominent factor in the appointment of a successor, such an independence as in the present holder has established a record, as an Englishman, for perfect justice and impartiality, not only as between man and man, but between nationality and nationality. Possibly, and the complaint is pretty general amongst Englishmen, his impartiality was so strongly marked, that sooner than have it called in question, it sometimes, when things were equally balanced, contrived to carry his decision just over the dead centre, and gave the advantage to the non-English.

The career of Sir ROBERT HART as Inspector-General may be divided into two great epochs, that before, and that after he had been offered and accepted the post of British Minister in June, 1885. No greater blunder, even in an age so prodigal of blunders, was ever made; and with his acceptance of the office Sir ROBERT HART's career of usefulness may be said to have come to an end. The good administrator and the good politician are seldom combined, and Sir ROBERT was no exception to the rule; as an administrator he stood on the highest level, and might have continued there to the end of his capacity. The British Government, without running counter to the interests of other Powers, were able to support his action; and the consciousness that this support would be forthcoming frequently enabled his recommendations to be carried even when they were opposed by the most reactionary methods of the Chinese obstructives. All this was changed when the Inspector-General unwisely accepted for a time the position of British Minister. It is true that the offer of the post was one extremely flattering to the self-consciousness of anyone, however high his previous position; and had Sir ROBERT HART previously been free of his engagements with the Chinese Government it might have been a wise appointment.

As it was, it was evident to anyone intimately acquainted with the workings of the position that its acceptance must lead to endless misunderstandings, and could not be conducive to British interests. As a fact so great was the friction induced that from the very beginning the appointment proved a fiasco, and it became necessary to choose between Sir ROBERT as British Minister and the occupancy of the Inspectorate by a British subject. More unfortunately still, it was subsequently arranged that the Minister, with his wings clipped, and his power for good irrevocably ruined, should go back to his former office of Inspector-General. From that time the Inspector-General was almost forced to convert the office from one of administrator pure and simple into a political factor wherein he found himself opposed to all the other Powers, while the British Government for a similar reason were unable to afford him adequate support. This was shown in a curious but instructive manner when, Sir NICHOLAS O'CONNOR having been appointed Minister, an influential intrigue was started amongst all the other Ministers then at Peking, wherein it was suggested, probably without a particle of reason, that the Inspector-General and the British Minister were playing into each other's hands, and so powerful was the pressure brought to bear that the Minister, contrary to all precedent, was at once sent as Ambassador to St. Petersburg. From that time till the outbreak of the Russo-Japan war British influence has steadily declined at Peking, and with British influence also that of the Inspector-General, who gradually, from being the trusted adviser of the Peking Government, sank into the position of being its humble dependent. To such an extent was this carried that in the troubles of the spring of 1900 the Inspector-General, to whom the British Government, clinging

fast to memories of the long ago past, trusted for information of what was going on around him, proved to be the absolutely worst-informed individual in the capital.

As the question of Sir ROBERT HART's successor must arise within the immediate future, and as his retirement is openly mooted, we have unwillingly broken our usual reserve. It is true that the operation of recent events has in some slight measure restored the weight of British councils at Peking, by pointing out that on the whole they have been actuated by a greater regard for the interests of the Chinese Government than those false but loud-tongued flatterers who only sought their own aggrandisement, utterly regardless of any higher aim. It is well that the British Government should boldly face the situation; and this the more advisedly that many, if not the majority of the difficulties in China, have been conducted to by its inveterate habit of refusing to look its difficulties in the face.

Only three cases of plague were on yesterday's list.

Plague has broken out at Aden, and the place is under sanitary restrictions.

Mr. Geo. P. Lammert's furniture auction, advertised to take place to-morrow, the 7th inst., has been postponed till Saturday, the 9th inst.

Transvaal mining houses interested in the importation of Chinese labour have purchased the old refugee camp near Durban as a receiving depot for the coolies.

Capt. A. Stewart, of the s.s. *Catherine Apear*, reported on arrival at Singapore that a Chinese passenger jumped overboard while the vessel was leaving Hongkong, and swam ashore.

Messrs. Dick, Kerr & Co., Ltd., of London, the contractors who have constructed the Hongkong tramways, have got the contract for the Siamese Tramway Co.'s lines and equipment.

Sixty Chinamen in Liverpool and district petitioned the Home Secretary not to reprieve their fellow-countryman, Pong Lung, who was recently sentenced to death for the murder of another Chinaman, Go Hing.

Sir Henry Irving in two years' time will attain his jubilee as a "strolling player," and when this period arrives he intends to retire. This announcement was made by the veteran actor himself at a reception given to him by the Manchester Arts Club last month.

In his annual report on the Straits Police Force for 1902, the Inspector-General states that six secret societies exist in Penang, and that two of them, the Ban An Tye and Pang Leong Hoo, with headquarters in the south of Province Wellesley, have been "active in interfering with the course of justice."

Since the resignation of Mr. Bonner, the former Chief of the Fire Brigade at Manila, there has been considerable dissension in the ranks of the brigade. Matters have been brought to a head by the Acting Chief suspending the Assistant Chief, Mr. Hoey. The nature of the charges has not been disclosed.

Messrs. Levy Hermanos, of Paris, who have but recently opened a branch at Singapore, have just sold an enormous diamond of 112 carats to the Sultan of Deli, Sumatra. It is the celebrated stone known as the "Napoleon" which was recently discovered at the Cape, and it is said to be entirely the largest gem of its kind in this part of the world.

Capt. Johann Bohn, of the *Choiefa*, has died suddenly at Koh Kai. He had gone to bathe in the sea, when he was seized with apoplexy. The quarantine officer did what was possible to save his life, but his efforts were of no avail. The funeral took place in Bangkok, the *Bangkok Times* states. Capt. Bohn was formerly master of the *Phra Chulab Chom Klor*, and his death is very deeply regretted by all who knew him.

On the 25th ult. in the Yokohama District Court before Judge Danno judgment was given in the claim for damages brought by Mr. Dhanamal Chellam against the Hongkong and Shanghai Bank. The plaintiff's claim was dismissed with costs. It will be remembered, says the *Japan Herald*, that the plaintiff claimed damages from the Bank for failure to inform him of the arrival of a certain sum payable to him, by which he was unable to fulfil a contract. The defendants claimed that in telegraphing the money a mistake had been made in the name of the payee, and they had no knowledge that the person meant was plaintiff.

PROPOSED CANTON-MACAO RAILWAY.

A Peking letter states that a Portuguese gentleman is now in the Capital trying to get the permission of the Shanghai and Waiyung to construct a railway between Macao and Canton. "It seems that this gentleman first went to Shanghai and approached H. E. Sheng Kung-pao with the object of making the proposed railway a private one, and a modus vivendi had even been settled upon when it is reported, H. E. Viceroy Tsou Chiu-hua of Canton wrote to H. E. Sheng Kung-pao asking the latter to delay signing any agreement concerning the railway. The Portuguese gentleman, therefore, wearied with the delay in getting things settled in Shanghai, went to Peking to work his scheme officially through the Boards of Commerce and Foreign Affairs."—N.C. Daily News.

TELEGRAMS.

[FROM OUR OWN CORRESPONDENTS.]

EMIGRANT STEAMER FOUNDERS.

GREAT LOSS OF LIFE.

LONDON, 4th July.

The Danish emigrant steamer *Norge* has foundered off Rockall.

Seven hundred and seventy people were drowned.

[Rockall is a reef lying west of the Hebrides. The *Norge* is a vessel of 2,427 tons net. She was built by Messrs. A. Stephen & Sons, of Glasgow, in 1881; her present owners being the Forenede Dampskib Selskab. Her port of registry is Copenhagen.—Ed.]

THE TIBET EXPEDITION.

THE FIRST AUDIENCE.

LONDON, 4th July.

The first audience with the delegates has been held at Gyantse.

The position is uncertain.

[Gyantse is situated about 105 miles S.W. by W. of Lhasa. On the 28th ult. the Tibetans strongly opposed the advance of the expedition, and suffered heavy losses in consequence. Our London correspondent on the 2nd inst. cabled that the delegates had arrived at Gyantse.—Ed.]

SOMALILAND.

THE MULLAH ACTIVE.

LONDON, 4th July.

The Mullah is at present very active.

He has 6,000 men at his disposal.

[Little news of any importance has come from Somaliland since the capture of Illig, situated on the coast, at the end of April. On that occasion the British loss was slight, whereas the dervishes lost heavily.—Ed.]

THE GRECO-ROMAN WRESTLING CHAMPIONSHIP.

LONDON, 4th July.

Hackenschmidt, the famous Russian wrestler, beat Tom Jenkins, an American wrestler, in the Greco-Roman Wrestling Championship contest.

[Jenkins, 30 years of age, is of British descent. Until reaching his twenty-first year he worked in a cooling mill at Cleveland, Ohio. Here his powerful physique and prowess in wrestling attracted the notice of an English sportsman. His triumphs include a victory over the once great English wrestler Tom Cannon, and victories over "Bulldog" Clayton, Tom McInerney, Jack Carkeek, Charles Green, and John Piening of America. The last-named has himself emerged successfully from two contests with Lurich. Hali Adali, admitted to be one of the finest wrestlers in the world, is another exponent of the art who has met Jenkins. They wrestled for three hours and forty minutes to a draw. Jenkins recently met and defeated the great Scottish champion, A. Munro. The appearance of Jenkins is deceptive. In breadth, stature, and development generally, he does not compare with the great Russian. The result of the contest is likely to have caused considerable disappointment in England and America, as a good deal of confidence was felt in Jenkins. The Championship contest was arranged to take place at Albert Hall.—Ed.]

[REUTER'S SERVICE.]

THE TIBET EXPEDITION.

LONDON, 3rd July.

The Tibetans are opening negotiations with the British Mission.

SINGAPORE AND THE CROWN AGENTS.

The Colonial Secretary, replying to a question addressed to him last month, said—
The negotiations between the delegates from Johore and the Colonial Office as to the terms of the Convention under which the Federated Malay States desire to construct the railway through Johore to connect up with Singapore are proceeding. It is hoped that the remaining differences which at present divide the two parties may be surmounted. The official representatives of the Government of Johore are displaying a liberal and broad-minded attitude and it only remains for Colonial Office negotiations to meet half-way, to bring affairs to an early conclusion satisfactory to both parties. The question whether materials, machinery, etc., which have to be supplied from this country shall be purchased in the open market or through the Crown Agents remains among a few others still an obstacle to an amicable settlement.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—
On the 5th at 11.45 a.m. The barometer has fallen at nearly all stations, but more particularly in the neighbourhood of the Mincos Simu Group.
The depression mentioned as eastward of Formosa yesterday is a typhoon moving apparently to the N.N.E. Moderate S.W. winds will prevail in the Formosa Channel; and light S.E. winds in the northern part of the China Sea.
Forecast—Light E. winds, fine.

THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIANS ATTEMPT TO RETAKE MOTIENLING.

Tokyo, 5th July, 3.45 p.m.

General Kuroki reports that under a thick fog at dawn on the 4th instant, two battalions of the Russian infantry attacked our outposts at Motienling, trying three times to take it by assault. After severe hand-to-hand fighting our outposts repulsed the enemy, and pursued them 4 miles west.

Our side had 15 killed and 39 wounded, including one officer. The enemy left on the field 30 dead and 50 wounded.

[REUTER'S SERVICE.]

RUSSIAN REPORTS.

THE JAPANESE REPORTED TO BE RETIRING.

LONDON, 3rd July.

General Kuropatkin reports that the Japanese force have ceased to advance everywhere except from Senyucheng. They are retiring in the Eastward from the region North of Fenghuangcheng.

St. Petersburg newspaper telegrams from Liangyang state that the Russians are taking the offensive and re-occupied the Taling pass. The correspondent of the *Bowen Gazette* says that Moien pass and Fengshui pass have also been re-occupied, and that Mischenko's Cossacks have annihilated a Japanese brigade at Sinyen. On the Tashichiao road the Japanese are retiring from all their positions.

The escape of the Vladivostok squadron was due to the darkness and the fog. Admiral Kamimura at nightfall approached the squadron to within a distance of 5 miles between Ikishima and Tashima. The Russians shelled the pursuing torpedoers and, suddenly extinguishing their lights, disappeared in the darkness.

THE TRANSPORT DISASTER.

OFFICERS KILLED AND SAVED.

The *Asahi* observes that there now seems little reason to doubt that Captain John Campbell, master of the *Hitachi Maru*, met his death when disaster overtook the transport. This being generally accepted, the Government is now making investigations with a view to decorating him for his services and granting a pension to his family, as in the case of a Japanese officer under similar circumstances. The same measures are being taken with regard to Mr. Glass, the Chief Engineer of the *Hitachi*, and other foreign officers. Mr. Hayashi Asataro, of the *Moji* branch of the N. Y. K., who has been making inquiries into the fate of the crews of the *Idzumi*, *Hitachi*, and *Sado*, reports to Mr. Yatsui, manager of the N. Y. K. at Kobe, that the total of the crews of the three steamers who were saved and brought to *Moji* is 117, being 16 from the *Hitachi*, and 102 from the *Sado* including the third officer. From these men it is learned that Captain Campbell, who was on the bridge when the Russians approached, had his right foot completely shot away. He was seen sitting on a chair near his cabin for a time, afterwards. Some say he threw himself overboard, but the crew saw little of him after he was shot. Mr. Glass, the Chief Engineer, was seen lying in the passage between his cabin and the engine-room, also wounded by a projectile. Mr. Bishop, the Second Engineer, was working in very high spirits up to the last. It is stated he once jumped into the water, but clambered on board again, helped to lower a boat, and left with thirty or forty men, he being at the helm. Two or three of the men in the boat were swept away by a shot and the rest jumped overboard. Mr. Bishop was seen swimming and clinging to an oar. It is supposed he is among the drowned. Captain Anderson, of the *Sado*, Mr. Kerr, Chief Engineer, Mr. Dring, Chief Officer, and Messrs. Yabiko and Kawata, purser and clerk, were picked up by a Russian boat and taken on board one of the warships. Mr. Carmichael, Second Engineer, and a few seamen and stokers, rowed to a warship. Captain Higge, Chief Engineer, Kubo, Purser Yoshida, and all the other members of the crew of the *Idzumi* who were not killed, may have been taken on board one of the Russian ships. The boatswain and 14 men were killed by the first firing at the *Idzumi*.—Kobe Chronicle.

FARNHAM, BOYD & CO'S DIVIDEND.

Messrs. Vernon and Smyth, sharebrokers, write—Our Shanghai agents wire us to-day (July 5th) that Messrs. S. C. Farnham, Boyd and Co. have declared a final dividend of 7 per cent, making in all 12 per cent. or Tls. 12 per share for the year ending 30th April, 1904, as against 15 per cent. paid for the previous year's working. A sum of Tls. 50,000 is carried to reserve, bringing that fund up to Tls. 900,000, and Tls. 48,000 are carried forward to the new account.

CORRESPONDENCE.

NORMAN McLEOD AND THE JEWISH ORIGIN OF THE JAPANESE.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—Your interesting editorial of Thursday, June 30th, regarding the Hebrew origin of the Japanese, as propounded by Norman McLeod, in his curious little book *Epitome of the Ancient History of Japan*, I have read with genuine pleasure, as it awakened many far-back memories.

The small paper-bound *Epitome*, printed in the office of the *Rising Sun* newspaper, at Nagasaki, was not the only book that McLeod produced on the subject. About 1878, he published an *Album*, containing some fifty or sixty copper-plate pictures, illustrating various Jewish ethnological qualities of the "descendants of Jimmu Tenno," and many of the domestic customs and utensils, common to the early Jews and the ancient Japanese, were more or less accurately depicted. There were, also, a few pages of introductory matter, in which a deal of interesting comparative folk-lore, of the two peoples, was spread out in McLeod's quaint and rambling fashion. The book was bound in flexible green cloth, stitched through from cover to cover, outside, after the manner of Japanese book-binding; it was for sale on the counter of Kelly and Walsh, in Yokohama, but McLeod was principally his own salesman; and I believe that the *Album* was first issued to subscribers. The engraving of the plates was the work of a Japanese artist, who had become deeply engrossed in the subject of the Jewish origin of his countrymen, and he was devoted to McLeod and his theory.

I was well acquainted with McLeod, in Japan, some twenty-seven years ago, and had considerable intercourse and correspondence with him. I still possess a few of his letters, mostly written with red ink. He was an enthusiast on the subject of the Jewish descent of the Japanese, and had travelled far and wide over the Rising Sun-land, pencil and note-book in hand, making rough drawings and memoranda of everything that suggested any connection with the subject of his theory; and, at the time I knew him, he had amassed a great amount of curious information, relating to the social and domestic life of the ancient Japanese, about which he could talk interestingly for hours. But that contemplated work of twelve volumes, in which he promised a "detailed account of the origin of the Japanese, with a description of their Jewish belongings," was never published; and he would not listen to my suggestion, of the compression and systematizing of his accumulated material, for publication in one volume. His ambition was to throw the great work of old Kaempfer into the shade. McLeod, as his name implies, and as you say, was a Scot, with his broad speech only partially tamed; he was then, I think, nearing the half century mark in life; wore a full heavy red-brown beard; and his nervous, restless temperament was clearly manifested in his features and manner. I cannot recall that he was a missionary; certainly he was not attached to any mission while I knew him, except the one of his own peculiar making; and I have an idea that he had served in the British army, either in India or Australia. I have an impression that he was married to a Japanese lady; but in this I may be mistaken. I became acquainted with McLeod through the late John Reddie Black, a journalist of ability, who had passed several years in Australia and India, at one time the editor of the old *Shanghai Courier*, the author of a work entitled *Young Japan*, and a remarkable figure in the foreign community of Japan, upwards of thirty years ago.—Yours faithfully,

THOMAS GIBBONS.

U.S.S. *Helena*,
Canton, 2nd July, 1904.

THE BISHOP OF MACAO.

PASTORAL VISIT TO SINGAPORE.

Yesterday His Lordship D. João Paulino d'Azevedo e Castro, the Bishop of Macao, journeyed down to Hongkong by the Hongkong, Canton and Macao Steamboat Company's s.s. *Heungshan* en route for Singapore and Malacca on a month's pastoral visit. His Lordship was accompanied to the Macao wharf by all the leading officials, including His Excellency the Governor, Sr. de Quiluz Montenegro; Sr. Alfredo Lello, Colonial Secretary; Sr. Alves Branco, Harbour Master; Sr. Guedes, Captain Superintendent of Police; the Captain and Officers of the gunboat *Din*; Major Santa Anna, Inspector of the Military Forces; Inspector da Fazenda, and the Attorney-General. The students of St. Joseph's College to the number of about eighty also went aboard the *Heungshan* and paid their obeisances to the party and kissed the Bishop's hand before the steamer left. Those who accompany His Lordship to Singapore are Father A. Gomes, Father Nunes, Father Arkwright, and Sr. João Lima; while there accompanied him as far as Hongkong O. Sr. Deão Illydeo de Gouveia, Father Manuel M. Alves, and Sr. Bragança. His Lordship will leave for Singapore by the German mail steamer the *Seyllite* to-day. The ceremony of bidding *adieu* to the reverend prelate at the Macao wharf was most impressive, and all the gubernatorial party were dressed in full-dress uniforms and medals. At Hongkong the Bishop and his suite were met by several reverend Fathers on the pier and escorted to the house of His Lordship Bishop Piazzoli. On the voyage down the comfort of the party was well looked after by the captain and chief officer of the *Heungshan*. Last night the members of the Catholic Union met at their Club-house in Glenely to welcome his Lordship and bid him God-speed on his voyage.

POLICE COURT.

Tuesday, 5th July.

BEFORE MR. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

AN UNRULY MALAY.

A Malay quartermaster of the Douglas s.s. *Holman* charged the 1st and 2nd mates with assault, and the 1st mate cross-summoned the Malay for refusing duty and absence without leave.

The 1st mate admitted the assault, but said he received provocation.

The Malay gave evidence that at 7.30 a.m. on the 1st inst., while the *Holman* was in dock at Kowloon, he was called by the 1st mate to go on duty. His watch, however, really commenced at 8 o'clock, and he told the 1st mate so. The 1st mate then dragged him out on deck with the assistance of the second mate, who caught him by the neck. The 1st mate struck him with his fist on the head, and his singlet was torn. He had no marks to show, but there was a pain in his head.

In the cross-examination the 1st mate gave evidence that the Malay refused to go on duty. He was so annoyed that he struck him once and brought him before the captain, who ordered the man to go on duty.

The defendant then left the ship without leave and that was the last he saw of him till he received the summons.

Mr. GomPERTZ fined the Malay \$5, discharged the 2nd mate, and fined the 1st mate \$5, the Magistrate remarking that it was wrong of the mate to have assaulted the man; he should have charged him.

FALSE PRETENCES.

An American named Hartman was charged with obtaining \$30 from a Chinaman by false pretences and the case was remanded. Hartman, it will be remembered, was on Monday charged with obtaining money by false pretences from the International Bank. On that occasion Mr. GomPERTZ deferred sentence, it being understood that other charges were to be made against the defendant.

A GARDENER SET UPON.

The Gardener of the *Parson Cemetery*, a Chinaman, charged two men with assault. Six men, two of whom he recognised, set upon him, beat him, and then ran away. The defendants were fined \$15 or six weeks' imprisonment.

CHINESE YOUTH IN TROUBLE.

A Chinese youth was fined \$2 or four days' imprisonment for drunkenness.

BOY TO BE BIRCHED.

A boy of 16 years who stole a lamp from a heap of furniture placed in the street at Bonham Strand while a house was being washed was sentenced to receive 20 strokes.

A NEW TERRITORY CASE.

A man was charged with gambling at the game of *Putnam* at Tsimshui New Territory. He was fined \$5 or 14 days' imprisonment and \$10 found on his person was forfeited.

WHAT A POLICEMAN HEARD.

An aerated-water shop-keeper sent a coolie to Wanchai to get some empty bottles, and when returning the coolie was overheard by a policeman bargaining with a marine hawker for the sale of three of the bottles. Both the shopkeeper and the coolie were sentenced to seven days' imprisonment and six hours' stocks.

KIDNAPPING.

A man and woman were charged with kidnapping a girl, 14 years of age, from her guardian. They induced her to leave her home by saying they would get a husband for her in the country, and then she would not have to work. The defendants were arrested when about to embark with the girl on a river steamer. They were sentenced to one year's imprisonment each.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ARRIVING AFTER DARK.

The captain of the s.s. *Richmond Castle* was summoned by P. S. Clark for arriving at Hongkong after 9 p.m. on the 3rd inst. from Amoy, an infected port. The defendant admitted the charge, but said he was not acquainted with the regulation. He took his ship at once to the quarantine anchorage when informed about the matter.

Mr. Kemp accepted the explanation and imposed the nominal fine of \$1.

REMOVING A PLAQUE CASE.

A ricksha coolie and another Chinaman were charged with removing a man suffering from plague. An Indian P.S. saw the man being taken along Queen's Road West at 5 o'clock in the morning. The sick man was straddled on the shoulders of the second defendant, who was sitting in a ricksha. The ricksha coolie was discharged, and the other man was fined \$30 or three weeks' imprisonment.

LORD MILNER AND IMPERIALISM.

Lord Milner, speaking at a meeting of the Navy League held at Johannesburg, declared that he was more than an Englishman. "I am an Imperialist," he said, "and am prepared to see a federal council sitting in Ottawa, Sydney, or in South Africa, provided that in future the British people hold together." Not only on account of the great achievements and traditions of the Navy, but also on account of its importance as a political instrument in bringing about an organised union of the scattered British race he declared himself a Navy enthusiast. Colonial contributions to the cost of the maintenance of the British Navy were steps in the direction of Imperial federation, and he sincerely trusted that when the Transvaal had self-government it would come forward with a large contribution, and would demand a voice in the control of the Navy. He wanted all parts of the Empire to contribute to the Navy so as to make it a Navy of the Empire.

MARINE COURT.

Tuesday, 5th July.

BEFORE HON. CAPT. L. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

AN ENQUIRY.

It will be remembered that Mr. Leung Kam, owner of the launch *Lee Sang*, a few days ago caused an enquiry to be held into alleged negligent navigation by the master of the launch *Cheong Lee*. He stated that at 1 p.m. on the 24th ult. it was reported to him by the coxswain of his launch that the defendant nearly caused a collision with his boat owing to negligent navigation. The coxswain of the *Lee Sang* gave evidence that as he was proceeding from Hongkong to Yau-mai he observed the defendant's boat on his port quarter. The other launch was going faster than his, and shortly afterwards it crossed and touched his bow in doing so. The witness stopped his engines, and no harm was done. The coxswain of the *Cheong Lee* said that his launch was proceeding from Hongkong to Yau-mai at the time in question. He did not see the other launch at first, as he was in the cabin having "chow." He came on deck when the collision occurred. He had been unable to find the steersman, who was a certificated coxswain belonging to his crew. The case was adjourned to see if the steersman could be found.

The case was resumed to-day (5th inst.) when the man acting as coxswain was not produced. Capt. Barnes-Lawrence therefore held that the previous defendant was to blame, having been in charge of the launch at the time, and he suspended his certificate for one month.

NAVAL NOTES.

U.S.S.C. "JUSTIN."

The United States Navy Collier *Justin* arrived from Cavite, P.I., yesterday with 3,000 tons of coal for the U.S. squadron. She has a 6-pounder gun and small arms aboard.

PRETTY ILLUMINATIONS.

The "Glorious Fourth" illuminations on one of the U.S. destroyers anchored at Yau-mai Bay are worthy of remark. The vessel was completely outlined, the four funnels and the masts included, with a streak of light from stem to stern. The result was a weird picture of dazzling brilliance.

OIL FUEL FOR WARSHIPS.

The announcement that the torpedo-boat destroyer *Spitfire* has been passed into the Portsmouth Fleet Reserve, after satisfactorily undergoing her power trials, is highly significant. It virtually means that liquid fuel has now reached the practicable and reliable stage of development for naval purposes, for this is the first warship to be fitted solely for the consumption of oil. The difficulty of excessive smoke has been overcome, and a combination of the turbine and liquid fuel is now the progressive engineer's dream of a perfect form of motive power.

GERMAN TRADE SYNDICATES.

In his recently published report on the trade of Germany, Mr. Schwabach, H. M. Consul-General at Berlin, gives interesting particulars as to the leading trade combinations in that country. The continuation of the cartels and particularly, the formation of the German Steel Syndicate, are of the utmost importance to enable the German iron industry to compete in the world's market. By means of this syndicate a general organisation of the iron industry has been created, which is distinguished from previous organisations in this industry by the fact that it will extend its operations to the export as well as to the home trade. Since the renewal of the coal syndicate for the next 12 years—until the end of 1915—is secured (although some differences remain to be settled), the syndication of the iron industry will form a second powerful association of an entire province of production, and German industry will undoubtedly experience a reinforcement of its position in the world's market, notwithstanding the undeniable deficiencies connected with those syndicates. The formation of the steel syndicate met with greater difficulties than could have been anticipated six months ago. Nevertheless, on 29th February, 1904, the foundation of the steel syndicate was accomplished on lines differing but slightly from those originally contemplated. In the electric industry further progress has been made in the consolidation of interests, which, in the beginning of 1903, led to mutual operations between Siemens and Halske and the Schuckert Works on the one hand, and on the other hand between the General Electric Company and the Union Electric Company. A syndicate has been formed for another branch of the electric industry—the manufacture of incandescent lamps—comprising Germany and Austria-Hungary, in order to abolish over-production and the consequent depression in prices. In the cement industry, which has been in a most precarious condition for years, in consequence of over-production and extensive competition, no permanent or extensive agreement has so far been effected, notwithstanding the end of the year it was possible to arrive at understanding between at least some of the cement works in the Rhenish-Westphalian district, which in turn are striving to effect a conjunction with South German and other North German groups, so that the keen competition from which this industry has suffered since 1900 may be expected to give way to a steadier development and greater profitability, provided the parties concerned are persistent in their endeavours to bring about a community of interests. The negotiations as to the renewal of the potash syndicate, which terminates at the end of 1904, have so far not been brought to a satisfactory conclusion. A strict organisation with greater power for the administration of the syndicate over the several members is sought to be achieved.

THE CHINESE "COSSACKS."

CHUNGCHUS AND RUSSIANS.

At the outbreak of the present war, it was admitted generally by military critics that the weakest point in the Japanese land forces would be the cavalry, and that therefore the divided Cossacks would have much their own way when brought face to face with the foe. But, unless the Chinese Government is able to ensure the neutrality of its people, the Chinese "Cossacks," these organised bands of mounted robbers in Manchuria, to whom the Russians have given the name of Chungchus, may cause the Russians a great deal of further trouble. These Chungchus correspond with those Russian outlaws and freebooters who, from the 13th to the 17th centuries, passed eastwards, and lived by plundering the great trading caravans that travelled along the great rivers, Dnieper, Don, and Volga. Those pioneers of Russia's present dominion over Northern Asia were known by a name of Eastern-Asian origin; they were called "Kasak," that is, "mounted robber," and to-day the word is "Cossack." The most famous Cossack was the hero Yermak, whose name lives still in the people's songs. So notorious for their evil deeds became the Cossacks of the Volga towards the end of the 16th century, that Ivan the Terrible scattered them once for all and drove them into Asia. By so doing that Tsar of infamous memory unwittingly took the first step in the direction of founding a Russian Empire in Asia, for these expelled Volga Cossacks overthrew the Tartars in the region now known as Siberia. The descendants of those Cossack freebooters are known to-day as the Trans-Baikal, Amur, and Ussuri Cossacks; they are armed settlers ready to take the field at a moment's notice. Their present task is that of guarding the Manchurian Railway. Strange to say, the people who have given them the most trouble are their Chinese counterparts, the Chungchus.

Among the first Chinese settlers in Manchuria were very many criminals and outlaws of the worst type, who, making common cause with similar desperadoes among the Manchus, formed themselves into robber bands, which were leagued together under the common name of the "Hunhuize" or "Redbeards." The distinguishing signs of these united bands is a red flag bearing the one word "Revenge." In the activity and daring of the Chungchus the Cossacks of bygone centuries seem to live again. In fact, they are a power with which Russia has had to reckon and will have to reckon. The horses of the Chungchus are famous for their speed and endurance, and the Russian mounted Cossack is easily overtaken by the "Redbeards." During the building of the Manchurian Railway the Chungchus plundered the Russians right and left; they swooped down on the Cossack outposts, and plundered the neighbouring villages.

But these "Chinese Cossacks" knew their business well. In the efforts of the northern slopes of the Shan-bo-shan Mountains, on the Upper Sangari, is the chief hiding-place of the Chungchus. Here ruled in 1900 a certain Haidoung, who was known to the Russian and Chinese frontier officials as a great hater of all foreigners and the protector of all robbers and criminals. Yet his influence was so far-reaching that one of his relations who lived at Gira played the part of his diplomatic representative in dealing with the local Governor. At last a Russian expedition under General Fock overthrew Haidoung early in November, 1900. Then the Chungchus opened an "insurance office" at Newchwang and levied a tax from those traders who wished to do business in the interior of Manchuria. Every trader who was secured thus from being plundered was presented with a flag, which he carried on the front of his vehicle. The most feared robber leader of to-day is Tuleusan, whom a Russian expedition has been trying in vain to catch for the last year. Tuleusan hates the Russians, and for two years he has done everything possible to cause them trouble.

So far he has had a charmed life. Thus, when the Russians began to hunt him down, Tuleusan was near Mukden at the head of 300 men, well trained and on good horses. A Russian officer was sent out to surround him, but Tuleusan escaped between the Russians' right wing and the Liao River. Then a flying column was sent to catch him in the village of Syakhonta. After a skirmish, in which he lost 25 men, many horses, and much ammunition, Tuleusan and most of his followers escaped across some marshy ground over which the Russian soldiers could not follow them. After this reverse, Tuleusan fled into Mongolia; however, last October, he appeared with a new troop of 300 men in Apshanchun, on the Eastern China Railway, between the Rivers Tunzike, Kunhukie, and Liao. Here Tuleusan was joined by the famous Russian renegade Fulinohy, a fugitive from the penal colony of Saghalien, and who was in command of 500 well-mounted robbers. On hearing of this alliance, the Russians sent two companies of infantry, one troop of horse, and four guns, under Captain Trotski, to surround the robbers and to prevent them from fleeing into Mongolia. Although the Russians thought that they were guarding all the fords on the Liao, yet Tuleusan and his followers found an unguarded ford; they crossed it and withdrew into Mongolia with the Russian troops on their heels. The Russians overtook the robbers in a small village, where, according to a Russian report, a terrible battle took place, for 173 robbers were killed, 200 were wounded, and they lost 250 horses and a great many arms. Fulinohy was killed, but Tuleusan escaped again with 300 men. As at that moment relations between Russia and Japan became strained, this Russian punitive expedition was recalled. If Japan keeps the command of the sea, Russia has only one means of transporting food and ammunition for her troops in Manchuria; the Russian is dependent upon the Siberian and Manchurian railway. Of course, this weak spot in Russia's conduct of the war is known to the Chinese Cossacks; it is more than likely that the latter will side with Japan, and should that be the case, the activity of these robber bands may be of some importance in deciding the fortunes of war.—A correspondent in the *Globe*.

RECORD CHEQUES.

It has been stated that the cheque for £3,000,000 sterling drawn by the United States Government as the purchase price of the Panama Canal creates a record in history of banking. As a matter of fact, however, says the *Globe*, it stands only third on the list of colossal cheques. In this matter the Yankee does not lack creation, and the records for the biggest single payments both stand to the credit of the oldest and most retrograde of States. China paid the first instalment of her war indemnity to Japan by a cheque for the curiously exact amount of £3,225,000 ls. 10d. It was drawn on the Bank of England, and was the largest cheque ever paid by that or any other banking institution. Three years later, in paying the balance of the indemnity, China beat her own record by presenting Japan with a cheque for the stupendous sum of £11,008,875. 16s. 9d., representing nearly a third of the value of all the bullion in the Bank's Issue Department.

After these huge drafts comes the United States Treasury's cheque for £8,000,000. In strictly commercial and not international transactions, the biggest private cheque ever drawn and cashed was the one signed after the amalgamation of the diamond mines at Kimberley in 1890. To end the competition and obtain a monopoly in the diamond mining industry of South Africa, De Beers Consolidated Mines purchased the property of the Kimberley Central Company, and in payment handed over a cheque for £5,338,650. A better conception of the enormous value of this cheque follows when it is considered that at the interest of 3 per cent, the sum would yield a perpetual income of over £160,000 a year. Last year, J. P. Morgan and Co. passed a cheque for £4,620,000 through the New York Clearing House, but this was not the biggest single payment in the commercial history of America. In February, 1901, a cheque was drawn for £4,781,734 2s. 8d. by J. P. Morgan and Co. in connection with the disposal of Mr. Carnegie's holdings. A few years ago, the Great Indian Peninsula Railway Company drew a cheque on the London and County Bank for £1,250,000. At the Clearing House cheques for similar and even larger amounts are occasionally seen in the ordinary way of business; one for £3,000,000 sterling was recently drawn on a private bank and paid into the Bank of England. Cheques for less than a million and more than a hundred thousand pounds are comparatively common. One of the largest cheques drawn by a man in his private capacity was that for £200,000, which Lord Masham signed in purchasing an estate. In the way of trade, advertisements have familiarised the public with cheques for sums extending to six figures in payment of the Customs duty on tea or tobacco. A few years ago a Bristol firm paid a quarter of a million sterling for tobacco duty in one week, by means of two cheques for £150,000 and £100,000. For formal use in its transactions with the Government, the Bank of England specially printed and uses a banknote for £1,000,000. In contrast with these huge payments there is the smallest cheque ever drawn. In paying the salary of President Cleveland, the United States Treasury discovered a discrepancy of one cent in his favour, and accordingly presented him with a cheque for this missing halfpenny.

The cheque-book, and the feast of the old magician's spell, pale beside the scrawl of a pen which converts a scrap of paper into gold and all that gold means. This is true romance, but a certain amount of technique is also involved. It has been judicially laid down that a cheque need not be dated. It is then payable on demand, because no time is stated for payment. Nor is a cheque invalid by being ante-dated, post-dated or dated on a Sunday. The general idea that a cheque is a kind of banknote and may be cashed at leisure is at variance with the pronunciation of law. A banker will refuse to cash a cheque six months old, on the ground that it is stale or out of date. By retaining a cheque for some time before presentation, the holder runs the risk of the failure of the bank, and in that case he could not recover the money from the drawer of the cheque; he would rank merely as one of the bank's creditors. A cheque must be presented within "a reasonable time," and this has been defined as extending to two days after date or receipt, or if the cheque is received after banking hours, until the third day. To detain a cheque longer has been judicially branded as culpable negligence. The payee named in the cheque may be a fictitious or non-existent person; in this case, the money must be paid to the bearer. If, for instance, you pick up in the street a cheque made out to "Old Fool" or "The Great Panjandrum," you have merely to endorse it to secure payment. Recently, at a suburban branch bank, a young bride presented a cheque payable to the "Sweetest of the Sweet." The puzzled cashier asked the bearer, "Who is the 'Sweetest of the Sweet'?" "I am," replied the lady, and being told to endorse it accordingly, the money was paid over, and the cheque duly figured on the credit side of her husband's pass-book.

Major-General Wade, who is to be succeeded in his Philippine command by General Corbin about November 1, has received word from Washington that on his return to the United States he will have command of the Atlantic division, his headquarters being at Governor's Island, New York harbour. The Atlantic division comprises the department of the east and the department of the Gulf.

BEWARE OF THE party offering Imitations of Macniven & Cameron's Pens "They come as a boon and a blessing to men. The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers. MACNIVEN & CAMERON, LTD., Waverley Works, Edinburgh. [402-3]

KODAKS! KODAKS!! KODAKS!!!

AND
PHOTO GOODS OF EVERY DESCRIPTION.
We have an Establishment solely devoted to
DEVELOPING AND PRINTING
for Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

NERNST

NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
— AS CHEAP AS GAS! —

FOR PARTICULARS APPLY TO
EDM. JOHANNSEN OR SIEMSEN & CO.

55a

SHIPPING NOTES.

WEATHER AT SEA.

The *Vega* and *Ischi* experienced fine weather on their passages from Singapore.

The *Yangtze* and *Narberg* report fine weather on their passages from Foochow to Hongkong. The *Yangtze* experienced moderate N.W. breeze in the Formosa Channel.

The *Tak Sang*, and *Kohachang*, from Bangkok, report moderate to fresh monsoon with moderate sea to the Paraels, thence to port light Ely winds and smooth sea.

The *Yuen Sang* and *Badania*, from Manila, report fine weather.

The *Foo Shing*, from Moji, reports fine weather. She experienced light southerly winds.

The *Wo Sang*, from Chefoo, reports S.W. wind and foggy.

The *Hai Ching*, from Kwangchow and Macao, reports fine weather.

The *Koukou* experienced light breezes and fair weather on her passage from Chinkiang.

The *Princess Marie* had a fine passage from Shanghai.

MISCELLANEOUS.

The Italian steamer *Vega* arrived from Genoa yesterday with 3,600 tons of coal.

The *Tak Sang* arrived from Bangkok yesterday with 1,800 tons of rice.

The *Foo Shing* arrived from Moji yesterday with 3,200 tons of coal for Messrs. Jardine, Matheson & Co.

NEW SHOALS IN THE CHINA SEA.

Commander C. E. Monro, H. M. S. *Reindeer*, reports the existence of a shoal patch in the approach to Amoy Harbour, with Chapel Island bearing S. & P. 6.1 miles, and Chin Ha point (S.E. point) N. 87 W. 4.3 miles. The least water at present obtained is 32 fathoms at Low Water Springs. A further examination will be made.

There is also a shoal of small extent with Quomoey Pagoda bearing N. 17 E., 6.03 miles, and Taitan Lighthouse bearing N. 47 W. This shoal has 4.75 fathoms at Low Water Springs.

HAMBURG TO HONGKONG.

The captain of the German mail steamer *Prinz Regent Ludwig*, which arrived with the outward mail yesterday, describes his voyage from Hamburg to Hongkong as follows:—We experienced fine warm weather and quiet seas in the Mediterranean, two days strong monsoon between Aden and Colombo, very hot though generally fine to Singapore, and rain showers between the latter port and Hongkong. The steamer brought 147 bags of mail and 620 tons of general cargo for Hongkong.

LOCAL FREIGHTS.

The local freight market is very depressed. Various causes have brought about the present state of affairs. There is not much rice for exportation at Bangkok, while slackness of demand for tonnage between Hongkong and Saigon may be partly attributed to a general dullness of business, speculators holding tight. There seems to be practically no demand in the Philippines for rice, while Java apparently has supplied her wants in this direction to a great extent from Saigon. Very little bean cargo is coming from Newchwang, owing to the war; and merchants, it would seem, have overstocked themselves with Japan and other coal. The following are the present quotations:—Saigon to Hongkong 13 cents per picul for medium sized carriers; to the Philippines 28 cents nominal; to the N. coast Java 30 cents last, but there is no further demand for prompt loading. From Saigon to Japan there is no enquiry. There is very little cargo offering from Bangkok to Hongkong, the rate being 24-25. Newchwang to Canton 27 cents per picul last. Moji to Hongkong with coal, \$1.30 per ton; to Singapore from \$1.40 to \$1.50.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL

[41]

BABY'S FUTURE

Something for Mothers
to Think About

Lives of Suffering and
Sorrow Averted

And Happiness and Prosperity
Assured by

Cuticura Soap, Ointment and Pills
When All Else Fails.

Every child born into the world with an inherited or early developed tendency to distressing, disfiguring humours of the skin, scalp and blood, becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfigurement is to be lifelong and mar its future happiness and prosperity. Hence, it becomes the duty of mothers of such afflicted children to acquaint themselves with the best, the purest and most effective treatment available, viz., The Cuticura Treatment. Warm baths with Cuticura Soap, to cleanse the skin and scalp of crusts and scales, gentle applications of Cuticura Ointment, to allay itching, irritation and inflammation, and soothe and heal, and mild doses of Cuticura Resolvent, to cool the blood in the severer cases, are all that can be desired for the speedy relief and permanent cure of skin troubles of infants and children, and the comfort of worn-out parents. Millions of women use Cuticura Soap, assisted by Cuticura Ointment, for preserving, purifying and beautifying the skin, scalp, hair and hands, for removing irritations and weaknesses, and for many sanative, antiseptic purposes which readily suggest themselves. Cuticura Resolvent, and the Cuticura Soap, Ointment and Pills, are sold throughout the world. Agents: J. C. Watson & Co., 17, Cross Street, Singapore. Sole Agents: J. C. Watson & Co., 17, Cross Street, Singapore. [61-3]

DR. NEWELL WILSON, LL. WILLIAM DANIEL

DENTISTS

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong 18th, February 1904

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VUEX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [64]

S. I. N. T. I. N. G.

SURGEON DENTIST,

No. 10, L'AGUILLAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

J. W. K. E. W.

Manager,

1st Floor, 37, Connaught Road,

Hongkong, 13th June, 1903. [1473]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,

Sole Agents.

Hongkong, 18th May, 1903. 1264

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on

sale daily at Mr. H. RUTON'S

KOWLOON STORE, No. 36, Elgin Road

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Presses. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS
JUST UNPACKED.

A CONSIGNMENT OF FRESH PROVISIONS from Messrs. Crose and Blackwell's and Phillips and Conant's.

Also Messrs. Huntley and Palmer's Varied Assortment of BISCUITS and CAKES; And Cadbury's Best Assorted CHOCOLATE SWEETS.

Inspection Earnestly Solicited.

H. RUTONJEE,
No. 5, D'Aguiar Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 6th July, 1904. [1649]

THE IMPERIAL GERMAN MAIL STEAMSHIP "PRINZ REGENT LUITPOLD," of the Norddeutscher Lloyd, Captain Kirchhoff, will leave for the above places TO-DAY, the 6th inst., at 2 p.m.

NORDDEUTSCHER LLOYD, BREMEN, MELBURN & CO., Agents.

Hongkong, 6th July, 1904. [5]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship "THALES" Captain Robson, will be despatched for the above ports on FRIDAY, the 8th inst., at 8 a.m.

For Freight or Passage, apply to DOUGLAS LAPELLE & CO., General Managers.

Hongkong, 6th July, 1904. [1647]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "OCEANIE," Captain Oliver, will be despatched for the above ports on or about TUESDAY, the 12th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 6th July, 1904. [2]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ REGENT LUITPOLD," of the Norddeutscher Lloyd, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 12th inst., at 10 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 12th inst., at 10 a.m.

All Claims must reach us before the 18th of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBURN & CO., Agents.

Hongkong, 6th July, 1904. [5]

FROM HAMBURG, EMDEN, ANTWERP, PENANG AND SINGAPORE.

THE I.L.A. Steamship "BADENIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1904. [1648]

THE I.L.A. Steamship "BADENIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1904. [1648]

THE I.L.A. Steamship "BADENIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1904. [1648]

THE I.L.A. Steamship "BADENIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1904. [1648]

THE I.L.A. Steamship "BADENIA," Captain Rorden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 6th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1904. [1648]

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (THURSDAY), the 7th July, 1904, at 2.30 p.m., at his SALES ROOMS, Queen's Road, SERGE and PLANNEL SUIT LENGTHS; LADIES' SHOES, RIBBONS, LACE and HATS;

Also A Small Quantity of HOUSEHOLD FURNITURE, &c. &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 6th July, 1904. [1651]

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND on SATURDAY, JULY 30th, at 9 p.m. Further Particulars will be published later.

Hongkong, 6th July, 1904. [1641]

WANTED.

STENOGRAPHER. Must be thoroughly efficient. Stages, experience, references and salary required.

"REMYINGTON-BARLOCK," Care of Daily Press Office.

Hongkong, 6th July, 1904. [1640]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mutually by conversations with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R., Care of Office of this Paper.

Hongkong, 16th May, 1903. [1267]

NOTICE OF REMOVAL.

CHAS. J. GAUPP & CO. have This Day REMOVED into their new premises

"ALEXANDRA BUILDINGS," CHATER ROAD (next door Messrs. A. S. Watson & Co., Ltd.).

Hongkong, 2nd July, 1904. [1635]

NOTICES OF FIRMS

COKE AND TAR.

THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 474, Des Voeux Road West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct.

GEORGE CURRY, Local Secretary.

Hongkong, 8th June, 1904. [144]

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCELL has This Day been appointed AGENT for the General Managers of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904. [1619]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has This Day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904. [162]

TO LET

TO LET.

1ST and 2ND FLOORS, No. 36, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—THE YEE WO, Nos. 49 & 51, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

GODOWN, No. 32a, PRAYA EAST.

Nos. 15, 17 & 19, SEYMOUR ROAD.

Nos. 74, CAINE ROAD.

Apply to—COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 5th March, 1904. [430]

BOARD AND RESIDENCE

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—MANAGERESS, Macdonnell Road.

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1903. [71]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD, and "TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—Mrs. G. SACHSE, "St. George's House."

Hongkong, 17th March, 1903. [70]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [78]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Podder's Hill.

Hongkong, 1st January, 1892.

TO LET

TO LET.

2ND and 3RD FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

TO LET.

WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.

THE EYRIE (Peak), BELLIOS TERRACE, Nos. 10, 13 & 21, QUEEN'S ROAD CENTRAL, TWO ROOMS, over Aches & Co.

No. 3, SEYMOUR TERRACE (Furnished), "BANGOUR" (Peak) from 1st August.

Apply to—LINSTAD & DAVIS.

Hongkong, 15th June, 1904. [1429]

TO LET.

No. 1, RIFON TERRACE (in FLATS), No. 4, RIFON TERRACE.

No. 17, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS, PRAYA EAST. No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in No. 16, DES VOEUX ROAD, Central.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th June, 1904. [75]

TO LET.

FROM 1st August, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

A SUITE OF THREE LARGE ROOMS, suitable for Offices, also Stalls in the corridor of same Hotel. For full particulars, apply to—THE MANAGER, Connaught House Hotel.

Hongkong, 14th June, 1904. [1484]

TO LET.

"URANEE BUNGALOW," Kowloon, with Large Garden. Furnished for 3 months.

No. 11, MOSQUE JUNCTION. Full View of Harbour.

OFFICES, CENTRAL POSITION. And others to suit various requirements.

S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 1st July, 1904. [73]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Consession, Canton.

For particulars, apply to—P. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

A HOUSE To Let in Kowloon, with possession 1st July, 1904.

Apply to—HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

Immediate Possession—for 18 months.

"LIGHTOR," the PEAK.

Apply to—JEBSEN & CO.

Hongkong, 27th April, 1904. [1107]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

FURNISHED QUARTERS in Wyndham Street, for a quiet bachelor. \$50.

Apply to—S., Care of Daily Press Office.

Hongkong, 31st May, 1904. [1372]

HONGKONG CLUB.

TO LET.

A SUITE OF TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

No. 1, STEWART TERRACE, the Peak.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th March, 1904. [865]

TO LET.

LARGE AIRY ROOMS, suitable for Offices, in Des Voeux Road Cent. 1. Two Rooms from 1st May, 1904, and One Room from 1st June, 1904.

For Terms, apply to—A. G. I. S., Care of Daily Press Office.

Hongkong, 28th April, 1904. [1119]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 16th JULY, at 12.30 p.m., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th JULY, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th June, 1904. [1694]

THE PUNJON MINING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PUNJON MINING COMPANY LIMITED, will be held at the Registered Offices of the Company, No. 13, Bonaventura Avenue, Victoria, in the Colony of Hongkong, on TUESDAY, the 13th day of JULY, 1904, at 11 a.m. for the purpose of considering and if thought fit passing the proposed Special Resolutions.

RESOLUTIONS.

1. That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily and that Arthur Rylands Lowe be and he is hereby appointed Liquidator for the purpose of each winding up.

2. That the said Liquidator be and he is hereby authorised to consent to the registration of a new Company, to be called The North Punjon Mining Company Limited with a Memorandum and Articles of Association which have already been prepared with the privity and approval of the Directors of this Company.

3. That the draft agreement submitted to this meeting and expressed to be made between this Company of the first part and its Liquidator of the second part and the new Company of the third part be and the same is hereby approved, and the said Liquidator be and he is hereby authorised, pursuant to Section 149 of the Companies Ordinance, 1865, to enter into an agreement with such new Company when incorporated in the terms of the said draft, and to carry the same into effect with such (if any) modifications as he thinks expedient.

Dated the 30th day of June, 1904.

By Order, A. E. LOWE, Acting Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$1 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 49 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [1546]

NOTIFICATION.

CHINESE INDEMNITY OF 1901.

The Final Instalment of 25 per cent. of the Certificate amount is hereby declared payable on Coupon E of certificates issued in payment of British Private Claims under the provisions of the Notification of 12th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31, Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS, British Delegate.

Shanghai, 2nd July, 1904. [1626]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP & TOWBOAT CO'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Quarter Road.

A. S. M'HARA, Manager.

Hongkong, 20th May, 1904. [1299]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERLITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 558G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

BANKS

RUSSO-CHINESE BANK

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL.....Roubles 15,000,000

CAPITAL contributed by CHINESE GOVERNMENT.....5,000,000 Roubles Tools. (EQUIVALENT TO.....£2,150,000 Sigs.)

INTIMATIONS

THE ROBINSON PIANO Co. LD.

UPRIGHT IRON GRANDS

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDED ON

THERE IS NO PIANO SO WELL ADAPTED TO STAND THE HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST AND THOROUGHLY SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

Prices \$400: Upwards.

BABY GRANDS

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904. [1409]

NOTICE TO MARINERS,
No. 197 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Intended change in the position of the Gas-Lighted Fairway Bell Buoy.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the Extra No. 2 to the South Channel, the Gas-Lighted Fairway Bell Buoy will be shifted 1 1/2 miles South of its present position on or about the 15th July next.

From the Buoy, the Tungsha Lightship will then bear N. 48 W.

Further information can be obtained at the Coast Inspector's Office.

All Bearings given are Magnetic.

T. J. ELDRIDGE,
Deputy Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 25th June, 1904. [1622]

TONG CHONG & CO.

No. 88, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure HAVANA CIGARS AND CIGARETTES.

They are made of best Havana leaves and possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 25th May, 1904. [133]

FOR SALE

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition.

Length 30 feet.

Breadth 7 feet.

Depth 3 feet 6 inches.

Engine, Compound Outboard Condensing.

Price \$3,250.

Apply to—

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

TO PHILATELISTS.

FOR SALE, a large variety of Chinese, all issues, Chinese Locals, Shanghai, Hongkong, Indian Native States, Borneo, &c., &c., including many of the old and rare issues. Selections sent on approval. Prices extremely low. Apply—

Care of Daily Press Office.

Hongkong, 14th June, 1904. [1485]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 21st May, 1904. [129]

FOR SALE.

STEAM LAUNCH "PERSEVERANCE."

Length, 100 feet; Beam, 18 feet; Depth, 9 feet; Speed, 10 miles per hour. In first-class working order.

Apply to—

WANG HOP COMPANY,
No. 82 (1st Floor), Des Vaux Road Central.

Hongkong, 29th June, 1904. [1586]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on FRIDAY, the 8th JULY, 1904, commencing at 2.30 P.M., at Nos. 2 and 4, GARD STREET, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—

PUSH COVERED DRAWING ROOM SEAT, OVERMANTELS with BEVELLED MIRRORS, PICTURES, ENGRAVINGS, BRASS MOUNTED FENDERS, LACE CURTAINS, VERY FINE VELVET PILE CARPET, &c., &c., &c.;

EXTENSION DINING TABLE, SIDEBOARD and DINNER WAGON with BEVELLED MIRRORS, DINNER SET, GLASS WARE and CUTLERY, &c., &c.;

BRASS and BRASS MOUNTED BEDSTEADS, HANDSOME WARDROBES, BUREAU with BEVELLED MIRRORS, TAPESTRY and PILE COVERED BEDROOM SUITES, DRESSING TABLE with MIRROR, MARBLE TOP WASHSTANDS, TOILET SETS, &c., &c.;

BATHROOM, PANTRY and KITCHEN REQUISITES, &c., &c.;

3 COTTAGE PIANOS in Good Condition, by Chappell and Co., John Broadwood and Sons and The Robinson Piano Co.;

And

One PIANO with a Large Selection of Music.

TERMS—Cash on delivery.

On View from Thursday, the 7th July, 1904.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 5th July, 1904. [1643]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on SATURDAY, the 9th JULY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Daddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—

TAPESTRY COVERED DRAWING ROOM SUITE, OVERMANTELS with BEVELLED MIRRORS, LADY'S FANCY WRITING DESK, and OCCASIONAL TABLES, &c., &c., &c.;

EXTENSION DINING TABLE, MARBLE TOP SIDEBOARDS with BEVELLED MIRROR, DINNER WAGGONS, CHIFFONNIERS, &c., &c.;

BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE TOP BUREAU with BEVELLED MIRROR, MARBLE TOP WASHSTANDS and DRESSING TABLES, TOILET SETS, &c., &c., &c.;

BATHROOM and KITCHEN REQUISITES;

Also

One HAMMOND TYPEWRITER (almost new);

Also

Several TYPEWRITERS and BICYCLES of VARIOUS MAKES.

TERMS—Cash on delivery.

On View from Wednesday, the 6th July, 1904.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 4th July, 1904. [1628]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on SATURDAY, the 9th JULY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Daddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—

TAPESTRY COVERED DRAWING ROOM SUITE, OVERMANTELS with BEVELLED MIRRORS, LADY'S FANCY WRITING DESK, and OCCASIONAL TABLES, &c., &c., &c.;

EXTENSION DINING TABLE, MARBLE TOP SIDEBOARDS with BEVELLED MIRROR, DINNER WAGGONS, CHIFFONNIERS, &c., &c.;

BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE TOP BUREAU with BEVELLED MIRROR, MARBLE TOP WASHSTANDS and DRESSING TABLES, TOILET SETS, &c., &c., &c.;

BATHROOM and KITCHEN REQUISITES;

Also

One HAMMOND TYPEWRITER (almost new);

Also

Several TYPEWRITERS and BICYCLES of VARIOUS MAKES.

TERMS—Cash on delivery.

On View from Wednesday, the 6th July, 1904.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 4th July, 1904. [1628]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction, on SATURDAY, the 9th JULY, 1904, commencing at 2.30 P.M., at his SALES ROOMS, Daddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—

TAPESTRY COVERED DRAWING ROOM SUITE, OVERMANTELS with BEVELLED MIRRORS, LADY'S FANCY WRITING DESK, and OCCASIONAL TABLES, &c., &c., &c.;

EXTENSION DINING TABLE, MARBLE TOP SIDEBOARDS with BEVELLED MIRROR, DINNER WAGGONS, CHIFFONNIERS, &c., &c.;

BRASS MOUNTED BEDSTEADS, WARDROBES with BEVELLED MIRROR, MARBLE TOP BUREAU with BEVELLED MIRROR, MARBLE TOP WASHSTANDS and DRESSING TABLES, TOILET SETS, &c., &c., &c.;

BATHROOM and KITCHEN REQUISITES;

Also

One HAMMOND TYPEWRITER (almost new);

Also

Several TYPEWRITERS and BICYCLES of VARIOUS MAKES.

TERMS—Cash on delivery.

On View from Wednesday, the 6th July, 1904.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 4th July, 1904. [1628]

PARTICULARS OF THE LOT.

No. of Lot.

Boundary Measurements.

Contents in Acres.

Annual Rent.

Upset Price.

1. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

2. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

3. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

4. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

5. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

6. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

7. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

8. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

9. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

10. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

11. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

12. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

13. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

14. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

15. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

16. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

17. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

18. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

19. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

20. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

21. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

22. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

23. 120' 0" x 120' 0" x 120' 0" x 120' 0" (18,570 100/128)

MISCELLANEOUS ITEMS.

VERY AMBIGUOUS.

The annual meeting of the Charity Organisation Society of Melbourne has been held at the town hall. Mr. J. A. Levey read a letter from Lord Hopetoun thanking the society for the assistance always given to him.—*Argus*, Melbourne.

SCARCITY OF MARRYING MEN.

Every day the labour market grows more congested; each day a marrying man becomes more of a curiosity, bidding fair to become a coveted specimen, exhibited in a glass case at collections, and the women who do not face this fact, and seek pastures new, are bound to be "left."—*Helen Mathers, in London Opinion*.

A "GENTLEMAN AMONG THIEVES."

American friendship for China is an example of the striking effect of background. With all respect to our English and Continental friends, it is their behaviour to the Chinese that makes us appear, by contrast to them, like a fairly honest and courteous gentleman among a band of plunderers.—*Times*, New York.

OUT-OF-DATE SERMONS.

The message that is delivered Sunday after Sunday from the average pulpit is rapid and meaningless to the man of affairs of to-day. Your man of the present requires a different preaching than did his father. He wants you to say something, and to say it without flourishes and in as short a time as possible. He has no time or patience with theories.—*Outlook*, New York.

THE NEW LONDON.

Hotel after hotel, each more gilded than the last, has arisen in London, until no city in the world can match them in size, luxury, and display. Our theatres have increased in number, or have been remodelled into comfort. Clubs have arisen easy of access to visitors, with friends or introductions, while society itself throws open its doors to wealth from whatever quarter of the world it may arrive.—*Fantasy Fair*.

"W. G.'S" RECORDS.

Commenting on the fact that during his career in first-class cricket Mr. W. G. Grace has scored over 55,000 runs and taken over 2,700 wickets, "A Clerical Cricketer" writes to the *Daily Mail*:—Is it not a fact that no other cricketer has scored 15,000 runs and taken 1,500 wickets? Our lads all over the land ought to know this; and this, too, they ought to know—a record I have never seen stated in print—that in the seventies alone W. G. scored 17,734 runs with an average of 50, and took 1,118 wickets at an average of 14. Arthur Shrewsbury told me not very long before his death that, simply as a batsman, Dr. Grace was, in his opinion, easily first compared with any other batsman. As an all-round cricketer his premier position is almost ridiculously secure.

THE PIANO OVERHEARD.

A student engineer living in Charlottenburg has taken a drastic method of silencing a piano which was being played eternally in the flat over that occupied by him. Finding remonstrance useless, he bored a fine hole through the ceiling of his study and the floor of the room above, into which he fitted a fine rubber tube. Through this tube he passed the acid fumes of sulphuric acid gas, which in a short time drove the piano-player from the room. This process was repeated day after day, until the minute hole in the floor was discovered. The piano-player brought an action, and the engineer has been fined for an attempt to do bodily harm.

COUNTRESS MARRIES HER COACHMAN.

Emma Sophia Georgiana, widow of the second Earl of Ravensworth, who died in 1903, has been married to Mr. James William Wadsworth, 28, described in the marriage certificate as a steward, son of an estate agent. The address of bride and bridegroom is 15, Upper Grosvenor Street, Lady Ravensworth's town house. For some months Mr. Wadsworth had been coachman to the Countess, and for a week after the wedding he continued in this position, and lived at 15, King-street Mews. The couple are now on their honeymoon in the country. The second Earl of Ravensworth died rich, with personally outside the estate of about £200,000. He left his wife £10,000 cash, £80,000 in India Three per Cents, besides all balances standing to his credit with his bankers and all deposits held by them on his account at his death.

MR. GOULD'S CASTLE IN THE AIR.

Mr. Howard Gould, of New York, is suing his architect, Mr. Haydel, for the return of thirty thousand dollars, commissions paid in advance on designs for the duplication of Kilkenny Castle, at a cost of four million dollars. Mr. Haydel, whose professional reputation is established, was unable to reconcile the demands made upon him either with his artistic conceptions, or even with the structural possibilities. Mr. Gould wanted Castle Gould to be double the size of Kilkenny Castle, with two hundred living rooms, an orangery 200 feet wide, a library 150 feet by 50 feet, and a stable to cost eight hundred thousand dollars, accommodating one hundred horses. Mr. Haydel alleged that the proposals were not only monstrous, but were structurally impossible.

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYS and Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [1168]

THE DERBY RUN IN A THUNDERSTORM.

The great international Derby was run under most disastrous weather conditions, a thunderstorm raging during the eventful struggle, which resulted in a victory for Mr. Leopold de Rothschild's St. Amant, and in an inglorious defeat of the French favourite Gouverneur.

To the unsheltered on the hill, says one account, it was the most wretched Derby within recollection. The crowd—large enough, though smaller than usual—experienced the full force of the torrential rain that swept from the thunder clouds when the great race started. The fierce, stinging showers penetrated overcoats and Mackintoshes, and dripped in cascades from countless umbrellas down the necks and faces of people, who bore it all with a cheerful stoicism that was almost heroic. The encampment of ready-money bookmakers was practically deserted. So much so that one of the fraternity invited the unwilling "sports" to back "Lightning" for a win and "Thunder" for a place.

Then, when presently the clouds were riven by a snaky, purplish flame, followed instantly by a rattle like rifle fire that swelled into one terrific crash, the bookmaker announced with assumed gravity that "Lightning" had won by a short length. The crowd that otherwise would have laughed boisterously only smiled dismally. A sorry, soaked crowd it was, standing in yellow mud, ankle deep, or sordid grass that damped the feet even more. Yet out of these conditions the usual drive of Derby loafers managed reap somewhat of a harvest. They brought large umbrellas, under which one was allowed to stand for sixpence, and hawked trusses of straw for people to stand on at so much per head—or rather foot. Hundreds of "hill-top men" were thus "budded down." But these small comforts could not conquer their settled melancholy. The twanging of a solitary mandoline seemed incongruous. No one heeded it for a time; then a satirical person inquired of the Italian musician "if he had a 'panda' handy, as he wanted to get to the station." Groups of burnt cork minstrels stood about dejectedly, the rain washing yellow streaks down their manufactured complexions. They were incapable of attuning their banjos to such conditions, save one who sang "Down by the Swanee River." Mournful it was in the extreme, but sadder thing of all, not one in a thousand of the patient denizens of the hill saw the race because of the umbrellas that shot up like a mighty field of mushrooms.

Perhaps the feeling uppermost in the minds of everybody connected with the inner life of racing after St. Amant's victory was one of thankfulness that the immense sum of money which the success of Gouverneur would have taken out of the country remained in the Turf's exchequer.

It has been stated that M. Blanc and his immediate friends backed Gouverneur to win some £50,000. That is a large sum; but it would by no means have represented the total French winnings, for the immense crowd which followed in M. Blanc's train would have taken a lot of money back home never to return.

The mystery of the race of course was the utter and ignominious failure of Gouverneur, and as helping to elucidate this the opinions of his jockey may be of service. Obviously something must have been wrong, for Gouverneur had survived the severest tests at home, and it is ridiculous to suppose that the French horses just now are so bad that the acknowledged best cannot do better than Gouverneur did yesterday. In the judgment of Cannon the horse was thoroughly upset by the thunderstorm, whose worst forces, so far as the explosions of "heaven's artillery" went, were experienced during the preliminaries of the race. Gouverneur took fright at the opening crash, and each succeeding peal increased his alarm, until his state became one of such nervousness, terror and general up-settledness that he entered on the contest a beaten horse.

THE DERBY RUN IN A THUNDERSTORM.

The great international Derby was run under most disastrous weather conditions, a thunderstorm raging during the eventful struggle, which resulted in a victory for Mr. Leopold de Rothschild's St. Amant, and in an inglorious defeat of the French favourite Gouverneur.

To the unsheltered on the hill, says one account, it was the most wretched Derby within recollection. The crowd—large enough, though smaller than usual—experienced the full force of the torrential rain that swept from the thunder clouds when the great race started. The fierce, stinging showers penetrated overcoats and Mackintoshes, and dripped in cascades from countless umbrellas down the necks and faces of people, who bore it all with a cheerful stoicism that was almost heroic. The encampment of ready-money bookmakers was practically deserted. So much so that one of the fraternity invited the unwilling "sports" to back "Lightning" for a win and "Thunder" for a place.

Then, when presently the clouds were riven by a snaky, purplish flame, followed instantly by a rattle like rifle fire that swelled into one terrific crash, the bookmaker announced with assumed gravity that "Lightning" had won by a short length. The crowd that otherwise would have laughed boisterously only smiled dismally. A sorry, soaked crowd it was, standing in yellow mud, ankle deep, or sordid grass that damped the feet even more. Yet out of these conditions the usual drive of Derby loafers managed reap somewhat of a harvest. They brought large umbrellas, under which one was allowed to stand for sixpence, and hawked trusses of straw for people to stand on at so much per head—or rather foot. Hundreds of "hill-top men" were thus "budded down." But these small comforts could not conquer their settled melancholy. The twanging of a solitary mandoline seemed incongruous. No one heeded it for a time; then a satirical person inquired of the Italian musician "if he had a 'panda' handy, as he wanted to get to the station." Groups of burnt cork minstrels stood about dejectedly, the rain washing yellow streaks down their manufactured complexions. They were incapable of attuning their banjos to such conditions, save one who sang "Down by the Swanee River." Mournful it was in the extreme, but sadder thing of all, not one in a thousand of the patient denizens of the hill saw the race because of the umbrellas that shot up like a mighty field of mushrooms.

Perhaps the feeling uppermost in the minds of everybody connected with the inner life of racing after St. Amant's victory was one of thankfulness that the immense sum of money which the success of Gouverneur would have taken out of the country remained in the Turf's exchequer.

It has been stated that M. Blanc and his immediate friends backed Gouverneur to win some £50,000. That is a large sum; but it would by no means have represented the total French winnings, for the immense crowd which followed in M. Blanc's train would have taken a lot of money back home never to return.

The mystery of the race of course was the utter and ignominious failure of Gouverneur, and as helping to elucidate this the opinions of his jockey may be of service. Obviously something must have been wrong, for Gouverneur had survived the severest tests at home, and it is ridiculous to suppose that the French horses just now are so bad that the acknowledged best cannot do better than Gouverneur did yesterday. In the judgment of Cannon the horse was thoroughly upset by the thunderstorm, whose worst forces, so far as the explosions of "heaven's artillery" went, were experienced during the preliminaries of the race. Gouverneur took fright at the opening crash, and each succeeding peal increased his alarm, until his state became one of such nervousness, terror and general up-settledness that he entered on the contest a beaten horse.

THE DERBY RUN IN A THUNDERSTORM.

The great international Derby was run under most disastrous weather conditions, a thunderstorm raging during the eventful struggle, which resulted in a victory for Mr. Leopold de Rothschild's St. Amant, and in an inglorious defeat of the French favourite Gouverneur.

To the unsheltered on the hill, says one account, it was the most wretched Derby within recollection. The crowd—large enough, though smaller than usual—experienced the full force of the torrential rain that swept from the thunder clouds when the great race started. The fierce, stinging showers penetrated overcoats and Mackintoshes, and dripped in cascades from countless umbrellas down the necks and faces of people, who bore it all with a cheerful stoicism that was almost heroic. The encampment of ready-money bookmakers was practically deserted. So much so that one of the fraternity invited the unwilling "sports" to back "Lightning" for a win and "Thunder" for a place.

Then, when presently the clouds were riven by a snaky, purplish flame, followed instantly by a rattle like rifle fire that swelled into one terrific crash, the bookmaker announced with assumed gravity that "Lightning" had won by a short length. The crowd that otherwise would have laughed boisterously only smiled dismally. A sorry, soaked crowd it was, standing in yellow mud, ankle deep, or sordid grass that damped the feet even more. Yet out of these conditions the usual drive of Derby loafers managed reap somewhat of a harvest. They brought large umbrellas, under which one was allowed to stand for sixpence, and hawked trusses of straw for people to stand on at so much per head—or rather foot. Hundreds of "hill-top men" were thus "budded down." But these small comforts could not conquer their settled melancholy. The twanging of a solitary mandoline seemed incongruous. No one heeded it for a time; then a satirical person inquired of the Italian musician "if he had a 'panda' handy, as he wanted to get to the station." Groups of burnt cork minstrels stood about dejectedly, the rain washing yellow streaks down their manufactured complexions. They were incapable of attuning their banjos to such conditions, save one who sang "Down by the Swanee River." Mournful it was in the extreme, but sadder thing of all, not one in a thousand of the patient denizens of the hill saw the race because of the umbrellas that shot up like a mighty field of mushrooms.

Perhaps the feeling uppermost in the minds of everybody connected with the inner life of racing after St. Amant's victory was one of thankfulness that the immense sum of money which the success of Gouverneur would have taken out of the country remained in the Turf's exchequer.

It has been stated that M. Blanc and his immediate friends backed Gouverneur to win some £50,000. That is a large sum; but it would by no means have represented the total French winnings, for the immense crowd which followed in M. Blanc's train would have taken a lot of money back home never to return.

The mystery of the race of course was the utter and ignominious failure of Gouverneur, and as helping to elucidate this the opinions of his jockey may be of service. Obviously something must have been wrong, for Gouverneur had survived the severest tests at home, and it is ridiculous to suppose that the French horses just now

SHIPPING.

ARRIVALS.
BADENIA, German str., 6.45, Rorden, 5th July.
Manila, British str., 5th July, from Canton.
Daogang, Norwegian str., 5th July, from Canton.
EMPEROR OF JAPAN, British str., 5.40, Hy. Bydes, RNR, 5th July, Vancouver via Ports, 13th June, General, C.P.R. & Co.
POOSHING, British str., 1.23, Thos. Arthur, 5th July, Moji, 19th June, Coal, Jardine, Matheson & Co.
ISCHIA, Italian str., 2.75, Maganzini, 5th July, Singapore 29th June, General, Carlo-witz & Co.
JOSEPH, United States str., 11.45, 5th July, Guan 29th June and Cavite 1st July, Coal—ORDER.
KONIGSHANG, German str., 1.22, S. Simonsen, 5th July, Bangkok 25th June, Rice and Wood, Butterfield & Swire.
KOWLOON, German str., 2.26, H. Stehr, 5th July, Chinkiang 30th June, General, Nielsen & Co.
LOONGMOON, Ger. str., 5th July, from Canton.
NEGA, Italian str., 2.01, Angelo, 5th July, Singapore 29th June, Coal—Doddwell & Co.
NURNBERG, German str., 2.05, J. Jaburg, 5th July, Fouchow 3rd July, General—Hamburg-Amerika Linie.
PRINSESS MARIE, German str., 3.57, P. A. Berentzen, 5th July, Shanghai 2nd July, General—Melchers & Co.
PRINZ REGENT LUITPOLD, German str., 11. Kuehner, 5th July, Bremen and Singapore 1st July, Mails and General—Melchers & Co.
SIR, British str., 3.10, James Rowley, 5th July, New York 4th May, General—Doddwell & Co.
TAKESANO, British str., 9.7, W. P. Baker, 4th July, Bangkok 25th June, Rice—Jardine, Matheson & Co.
WOSANG, British str., 1.72, Malkin, 5th July, Tientsin and Chefoo 25th June, General—Jardine, Matheson & Co.
YANGTZEK, British str., 4.40, W. C. Lyett, 5th July, Yokohama via Kobe, Shanghai and Fouchow 21st June, General—Butterfield & Swire.

DEPARTURES.

4th July.
SOUTHGATE, British str., for Nagasaki.
UNDINE, Norwegian str., for Canton.
5th July.
ANERLEY, British str., for Kobe.
ASHMOUNT, British str., for Yokohama.
BINH THUAN, French str., for Kobe.
C. DIEBOLDSEN, German str., for Hoihow.
HAICHING, British str., for Swatow.
ITALAN, French str., for Hoihow.
KRONOWAL, German str., for Bangkok.
MATILDE, British str., for Swatow.
NANTANG, German str., for Chefoo.
CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
5th July.
Badenia, German str., for Tsingtau.
Benavig, British str., for Nagasaki.
Cheungchow, British str., for Amoy.
Huon, French str., for Hoihow.
Hue, French str., for Kwang Chow Wan.
James Brand, British str., for Amoy.
Kowloon, German str., for Hamburg.
Princess Marie, Danish str., for Singapore.
Yangtze, British str., for London.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
THE Steamship
"LOONGMOON."
 Captain F. Kalkreuth, will be despatched for the above port TO-DAY, the 6th inst., at 3 p.m. This Steamer has superior accommodation for First and Second class passengers.
 For Freight or Passage, apply to
SIEMSEN & CO., Agents.
 Hongkong, 4th July, 1904. [1637]
FOR NAGASAKI.

THE Steamship
"DAGMAR."
 Captain Carl, will be despatched for the above port TO-MORROW, the 7th inst., at Noon.
 For Freight, apply to
HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 4th July, 1904. [1638]
THE EAST ASIATIC COMPANY, LIMITED
FOR MARSEILLES, HAVRE AND COPENHAGEN.
THE Danish Steamer
"PRINSESS MARIE."
 Captain Berentzen, will leave for the above port TO-DAY, the 6th July.
 For Freight or Passage, apply to
MELCHERS & CO., Agents.
 Hongkong, 17th June, 1904. [144]
STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
 (With liberty to call at Philippine Ports.)
THE Steamship
"SCHUYLKILL"
 will be despatched on the 10th July, instead of as previously notified.
 For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 25th June, 1904. [1303]
REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
 About
"ST. FILLANS" ... 15th July.
"LUTHER CASTLE" ... 31st July.
 For Freight and further information, apply to
DODWELL & CO., LD., Agents.
 Hongkong, 30th June, 1904. [877]
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"EPSOM."
 Captain J. White, will be despatched for the above port on or about MONDAY, the 15th August.
 For Freight, apply to
SHEWAN, TOMES & CO., General Agents.
 Hongkong, 4th July, 1904. [1630]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & LONDON, &c., VIA PORTS OF CALL.	CANDIA	Brit. str.	H. E. Kitcher	P. & O. S. N. Co.	About 5th inst.
LONDON, AMSTERDAM & ANTWERP LONDON DIRECT	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	16th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP LONDON, AMSTERDAM & ANTWERP	KINTUCK	Brit. str.	...	BUTTERFIELD & SWIRE	13th inst.
MARSEILLES, LONDON & ANTWERP	SARDELLA	Brit. str.	...	P. & O. S. N. Co.	About 21st inst.
MARSEILLES, LONDON & ANTWERP	MOTUNE	Brit. str.	...	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, LONDON & ANTWERP	P. MARIE	Dan. str.	Berentzen	MELCHERS & CO.	To-day.
MARSEILLES, LONDON & ANTWERP	YABEA	Frans. str.	H. Sellier	MESSAGERIES MARITIMES	12th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP	BERNARD	Brit. str.	Sarcelot	CHIEF, LIVINGSTON & CO.	About 13th inst.
MARSEILLES, LONDON & ANTWERP	SEYDLITZ	Ger. str.	Dawers	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, LONDON & ANTWERP	C. FRED LAEISZ	Ger. str.	von H. ff.	HAMBURG-AMERIKA LINIE	25th inst.
MARSEILLES, LONDON & ANTWERP	BADEIA	Ger. str.	Rouwen	HAMBURG-AMERIKA LINIE	10th Aug.
MARSEILLES, LONDON & ANTWERP	SPEZIA	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	25th Aug.
MARSEILLES, LONDON & ANTWERP	ANDALUSIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	5th Sept.
MARSEILLES, LONDON & ANTWERP	SCANDIA	Ger. str.	Mayr	SANDER, WILHELM & CO.	21st inst. p.m.
MARSEILLES, LONDON & ANTWERP	DERBY	Brit. str.	Craghite	BUTTERFIELD & SWIRE	15th inst.
MARSEILLES, LONDON & ANTWERP	SARPHON	Brit. str.	...	BUTTERFIELD & SWIRE	20th Aug.
MARSEILLES, LONDON & ANTWERP	ST. FILLANS	Brit. str.	...	DODWELL & CO., LD.	About 15th inst.
MARSEILLES, LONDON & ANTWERP	SCHUYLKILL	Brit. str.	...	STANDARD OIL CO.	10th inst.
MARSEILLES, LONDON & ANTWERP	EPSON	Brit. str.	J. White	SHEWAN, TOMES & CO.	About 15th Aug.
MARSEILLES, LONDON & ANTWERP	E. OF JAPAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	13th inst.
MARSEILLES, LONDON & ANTWERP	ATHENIAN	Brit. str.	...	CANADIAN PACIFIC R. CO.	20th inst.
MARSEILLES, LONDON & ANTWERP	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	9th inst.
MARSEILLES, LONDON & ANTWERP	ONPA	Brit. str.	...	BUTTERFIELD & SWIRE	14th inst.
MARSEILLES, LONDON & ANTWERP	NICOMEDIA	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	10th inst.
MARSEILLES, LONDON & ANTWERP	CHINGTU	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	YAMATA MARU	Jap. str.	G. W. Gordon	P. & O. S. N. Co.	About 11th inst.
MARSEILLES, LONDON & ANTWERP	BORNEO	Brit. str.	...	BUTTERFIELD & SWIRE	18th inst.
MARSEILLES, LONDON & ANTWERP	TAITAN	Brit. str.	...	BUTTERFIELD & SWIRE	13th inst.
MARSEILLES, LONDON & ANTWERP	DAOMAR	Ger. str.	Carl	HAMBURG-AMERIKA LINIE	To-morrow, Noon.
MARSEILLES, LONDON & ANTWERP	P. R. LUITPOLD	Ger. str.	H. Kuehner	MELCHERS & CO.	To-day, at 2 p.m.
MARSEILLES, LONDON & ANTWERP	LOONGMOON	Ger. str.	F. Kalkreuth	SHEWAN, TOMES & CO.	To-day, at 3 p.m.
MARSEILLES, LONDON & ANTWERP	WOSANG	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	OCEANIAN	Frans. str.	Oliver	MESSAGERIES MARITIMES	About 12th inst.
MARSEILLES, LONDON & ANTWERP	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 14th inst.
MARSEILLES, LONDON & ANTWERP	SHANSHI	Brit. str.	...	BUTTERFIELD & SWIRE	8th inst.
MARSEILLES, LONDON & ANTWERP	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
MARSEILLES, LONDON & ANTWERP	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	10th inst., 10 a.m.
MARSEILLES, LONDON & ANTWERP	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	13th inst., 10 a.m.
MARSEILLES, LONDON & ANTWERP	CHILLY	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP	THALES	Brit. str.	Robson	DODGELL LAFRAIK & CO.	8th inst., 8 a.m.
MARSEILLES, LONDON & ANTWERP	TRAY	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	ROD	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	9th inst., 10 a.m.
MARSEILLES, LONDON & ANTWERP	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	16th inst., 10 a.m.
MARSEILLES, LONDON & ANTWERP	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th Aug.
MARSEILLES, LONDON & ANTWERP	PAKHOI	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP	NANKIN	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 9th inst.
MARSEILLES, LONDON & ANTWERP	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florida and Babatino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"ISCHIA."
 Captain Maganzini, will be despatched as above on MONDAY, the 11th July, at NOON.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
 Hongkong, 16th June, 1904. [4]

HONGKONG-MACAO LINE.
S.S. "WING CHAI."
 Captain Samuel Bell Smith.
DEPARTURES from Hongkong on week days at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 a.m. at FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs an "Excursion Trip" Every Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship
"YING KING."
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.
 1st Class ... \$3.00 for Single journey
 2nd ... 1.50
 Meals ... 1.00 each.
 The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.
 No. 216, Wing Lok Street.
 Hongkong, 27th February, 1904. [75]
MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodore Steamer
"PAUL BEAU."
 Captain Franquet, leaves Hongkong for Canton at 9 p.m. on SUNDAY, TUESDAY and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.
 The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.
 These two magnificent and up-to-date steamers are lighted with Electricity.
 The Saloon is under European Supervision.
 First Class European ... \$5.00
 Second Class European ... \$3.00
 First Class Chinese ... \$1.50
 Second Class Chinese80
 Deck30
 The Company's Wharf is at the end of Queen Street, Praya West.
 For further particulars, apply to
J. LANDOLT, Agent.
 The Pharmacy, Queen's Road Central.
 Hongkong, 23rd March, 1904. [420]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERBOS, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.
NURNBERG	HAVRE, BREMEN and HAMBURG	On 6th July. Freight.
Capt. Jaburg	(Calling at Singapore and Penang)	
C. FRED LAEISZ	HAVRE and HAMBURG	On 26th July. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
BADENIA	HAVRE and HAMBURG	On 10th Aug. Freight.
Capt. Reorden	(Calling at Singapore, Penang and Colombo)	
SPEZIA	HAVRE and HAMBURG	On 25th Aug. Freight.
(or HAMBURG)	(Calling at Singapore, Penang and Colombo)	
ANDALUSIA	HAVRE and HAMBURG	On 5th Sep. Freight.
Capt. Miltzoff	(Calling at Singapore, Penang and Colombo)	
SCANDIA	HAVRE and HAMBURG	On 20th Sep. Freight & Passengers
(or KRONBERG)	(Calling at Singapore, Penang and Colombo)	
Capt. Mayer		

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	About 8th July	Freight only.
	H. E. Kitcher, R.N.R.		
* SINGAPORE, COLOMBO, NANKIN and BOMBAY	H. W. Kenrick, R.N.R.	About 9th July	Freight only.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE	BORNEO	About 11th July	Freight and Passage.
(Passing through the Inland Sea)	G. W. Gordon, R.N.R.		
SHANGHAI	SIMLA	About 14th July	Freight and Passage.
	F. R. Summers		
LONDON, &c.	CHUSAN	Noon, 16th July	See Special Advertisement.
	W. B. Palmer, R.N.R.		

* Calling at Penang if sufficient inducement offers.
 For further Particulars, apply to
E. A. HEWITT, Superintendent.
 Hongkong, 6th July, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH"	WEDNESDAY, 6th July, at 10 a.m.
TAMSUI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 10th July, at 10 a.m.
ANPING, VIA SWATOW AND AMOY	"TRITOS"	WEDNESDAY, 13th July, at 10 a.m.
	H. Kraft	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
 Hongkong, 29th June, 1904.
T. ARIMA, Manager [15]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI W. INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN

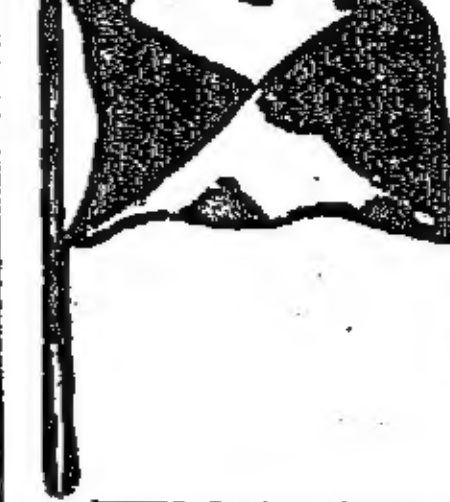
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

Hongkong, 30th June, 1904.	ALLAN CAMERON, GENERAL AGENT, [14
----------------------------	--------------------------------------

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 30th June, 1904. [11]

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 9th July, 10 a.m.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 16th July, 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 4th July, 1904. [116]

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	Saturday, July 9th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

* Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 12th August.
S.S. TREMONT	9,606 tons.	T. W. Garlick	About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 33th June, 1904. [7]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 20th July.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd Aug.

R.M.S. "FATAHA" ... 4,425 Tons ... WEDNESDAY, 10th Aug.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th Aug.

Hong

MAILS WILL CLOSE